

NOTE

Chapter 23 contains emergency rescue and mishap response information for the following aircraft:

USN	C-2
USN	C-9
USN	UC-12
USN	C-20
USN	UC-26
USN	C-130

CHAPTER 23

U.S. NAVY

TRANSPORT

AEROSPACE EMERGENCY RESCUE AND MISHAP RESPONSE INFORMATION

23-1. INTRODUCTION AND USE.

23-2. This section contains emergency rescue and mishap response information illustrations in alpha-numerical order relative to type and model of aircraft. This arrangement of illustrations is maintained from Chapter 4 throughout the remainder of the publication.

23-3. GENERAL ARRANGEMENT.

23-4. Aircraft type designation has been positioned in the upper right corner of the horizontal illustration for rapid identification. Additional aids to rapid orientation are:

a. Recent technological advances in aviation have caused concern for the modern firefighter. Aircraft hazards, cabin configurations, airframe materials, and any other information that would be helpful in fighting fires, the locating and rescue of personnel will be added as the information becomes available.

b. Suggested special tools/equipment are listed in the upper left corner, on the Aircraft/Entry page of each listed aircraft.

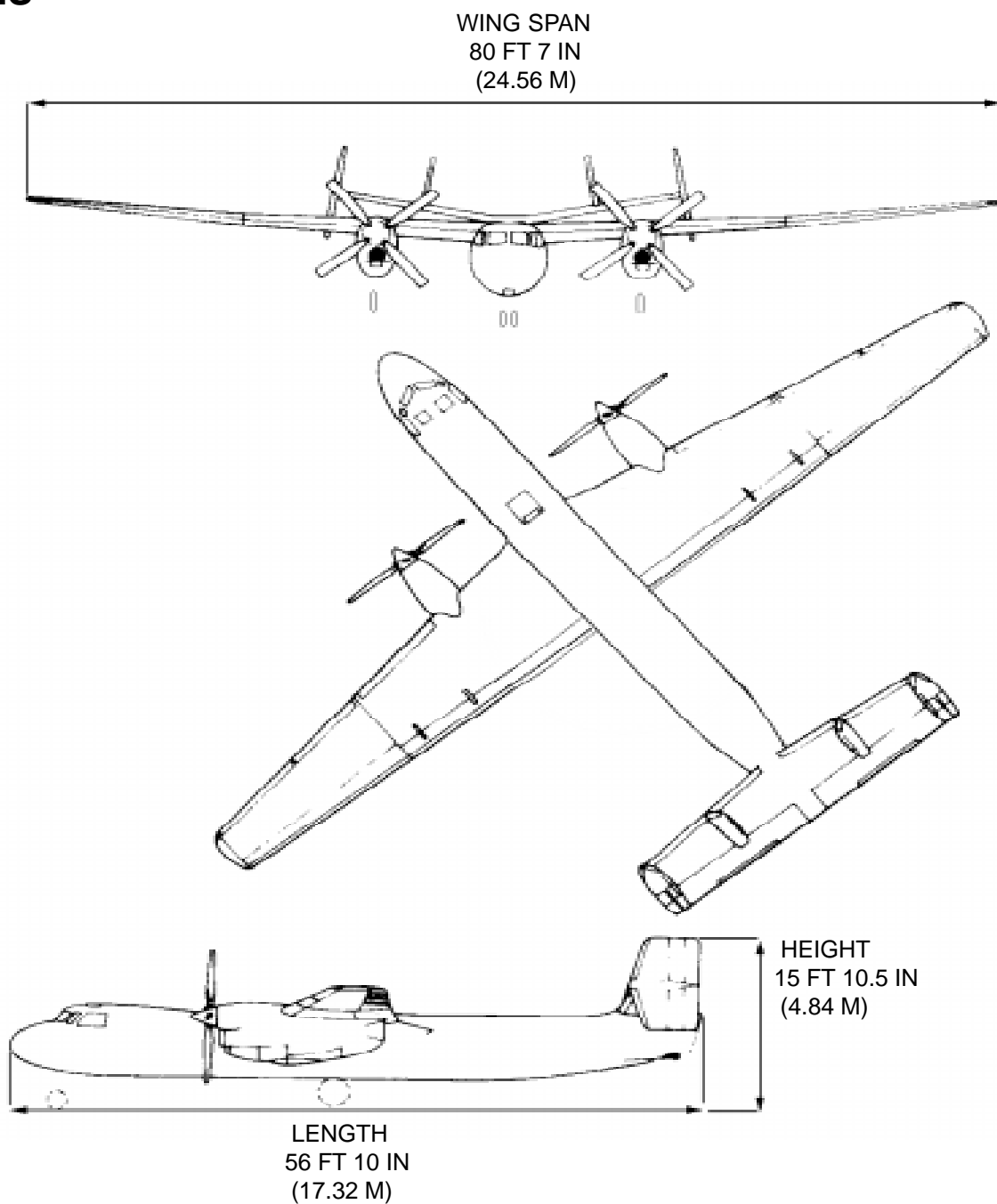
c. Procedural steps covering emergency/normal entrances, cut-ins, engine/APU shutdown, safetying ejection/escape systems, and aircrew extraction are outlined on the left side of each page with coordinated illustrations on the right.

d. Illustrations located on right side of pages are coordinated with text by numerals and small letters depicting both paragraph and subparagraph on the page.

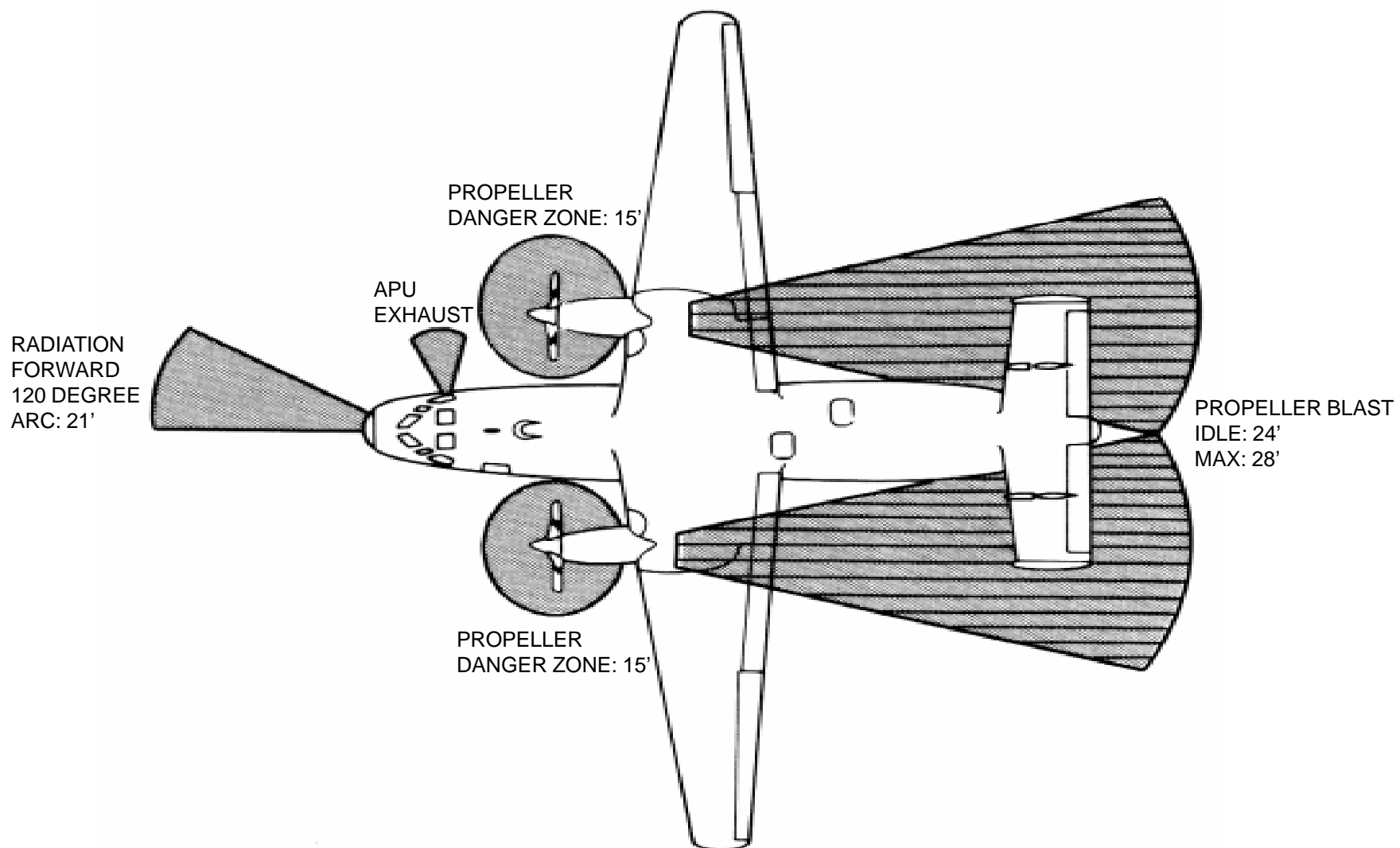
e. Each illustration is consistently colored and/or pattern keyed to highlight essential emergency rescue information.

f. Details are pulled directly from the illustration to highlight an area, thus eliminating unnecessary searching for desired information.

AIRCRAFT DIMENSIONS



AIRCRAFT HAZARDS

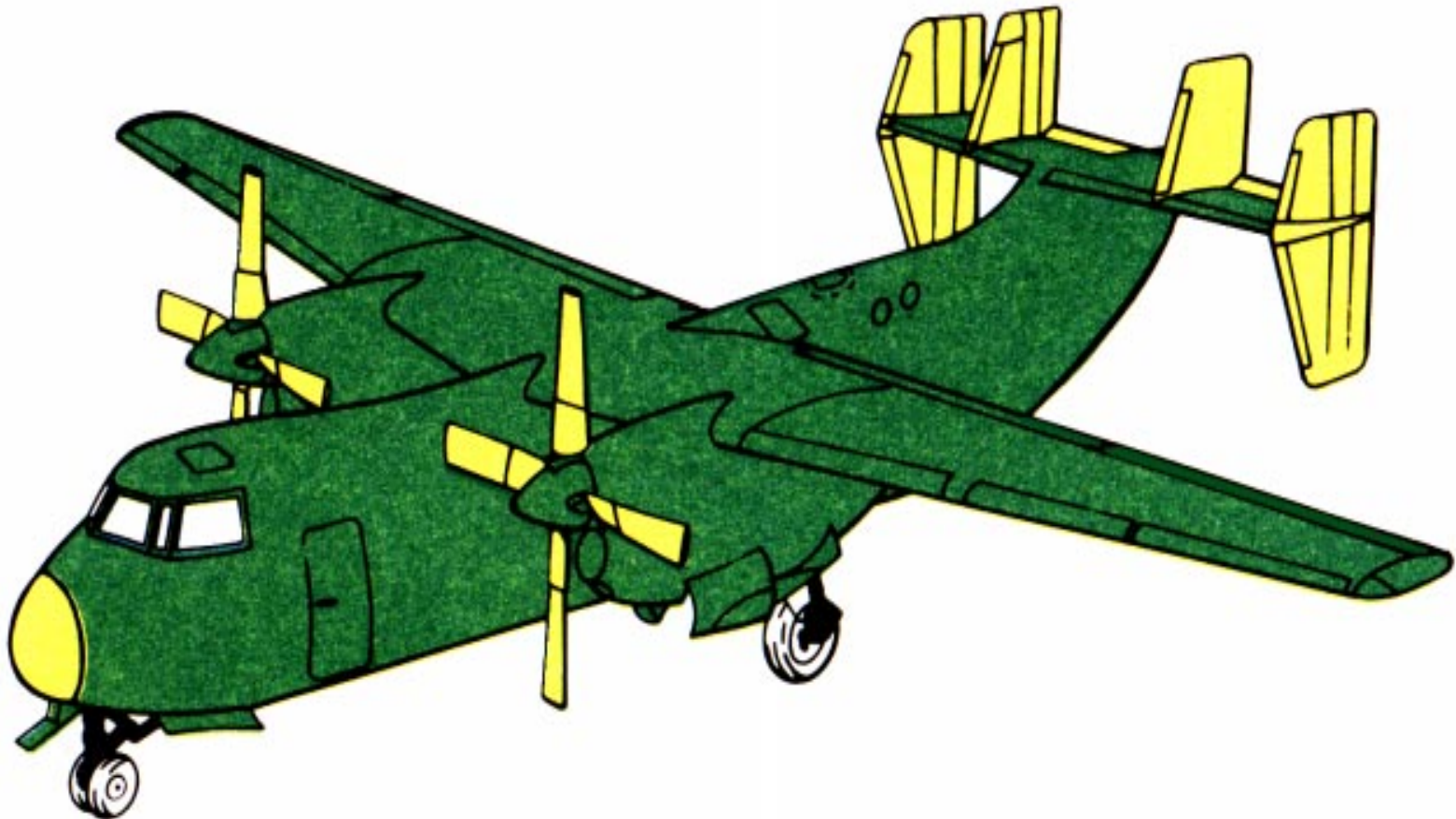


AIRFRAME MATERIALS

C-2

LEGEND

- ALUMINUM
- STEEL
- OTHER
FIBERGLASS



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw

Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

- a. Enter the flight deck through the main entrance door on left side of fuselage. Turn release handle to unlock and pull door out and down.
- b. Enter the cargo/passenger compartment through the ramp. If ramp is closed and hydraulic power is available, open access covers to selector valve on aft right side of fuselage. Place cargo and ramp selector valve handle to RAMP OPEN position. With ramp level, place ramp loading selector valve handle to RAMP GROUND position to lower ramp.

NOTE:

Cargo doors and ramp will open and ramp will stop in level position. Releasing handle will stop opening cycle at any point.

2. EMERGENCY ENTRY

- a. Access may be gained through forward and aft emergency escape hatches on top of fuselage.

3. CUT-IN/FORCED ENTRY

- a. If the main entrance, cargo door and ramp are inaccessible, chop or saw around pilot or co-pilot's side windows where indicated (see yellow highlighted areas). Access to the cargo or passenger compartment is available, chop or saw out aft escape hatch.

NOTE:

Aircraft has three crew members: pilot, co-pilot and loadmaster. Aircraft can be configured with 12 litters or 28 passengers, or 3 master pallets, or 5 modular pallets.

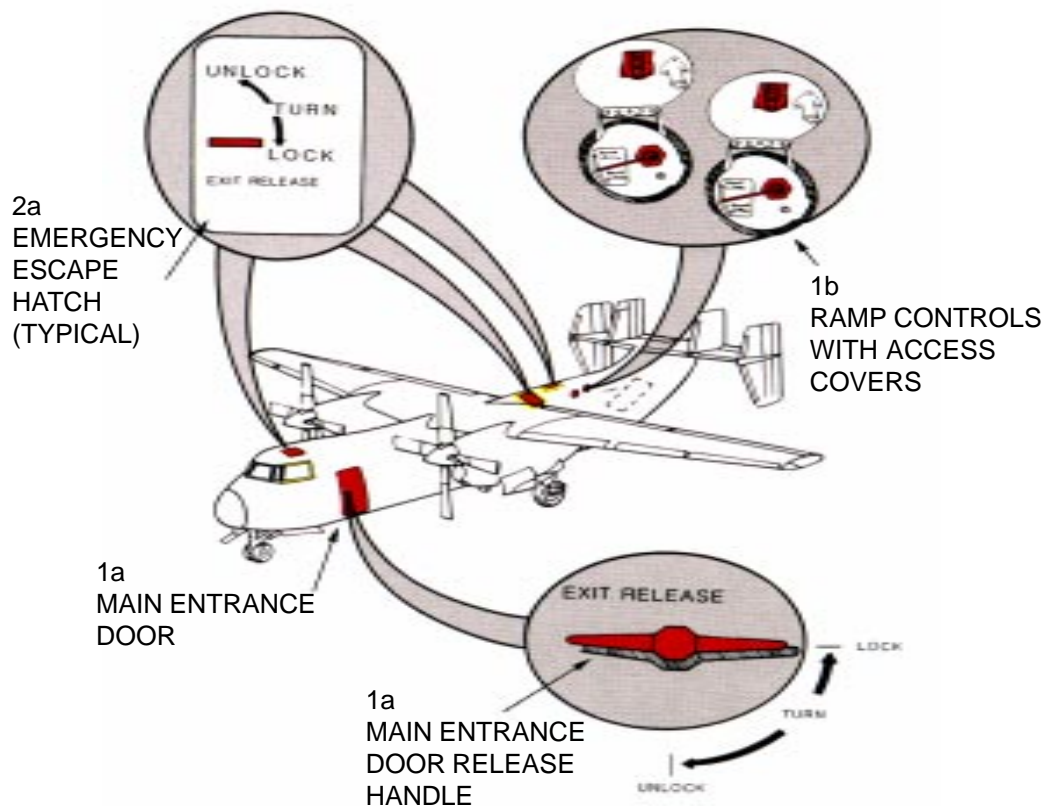
NOTE:
Pneumatic system
is 3000 PSI.

INTERNAL FUEL
1824 GAL
6903 LITERS

OXYGEN/LOX
20 LITERS

BATTERY
SIGNAL
FLARES

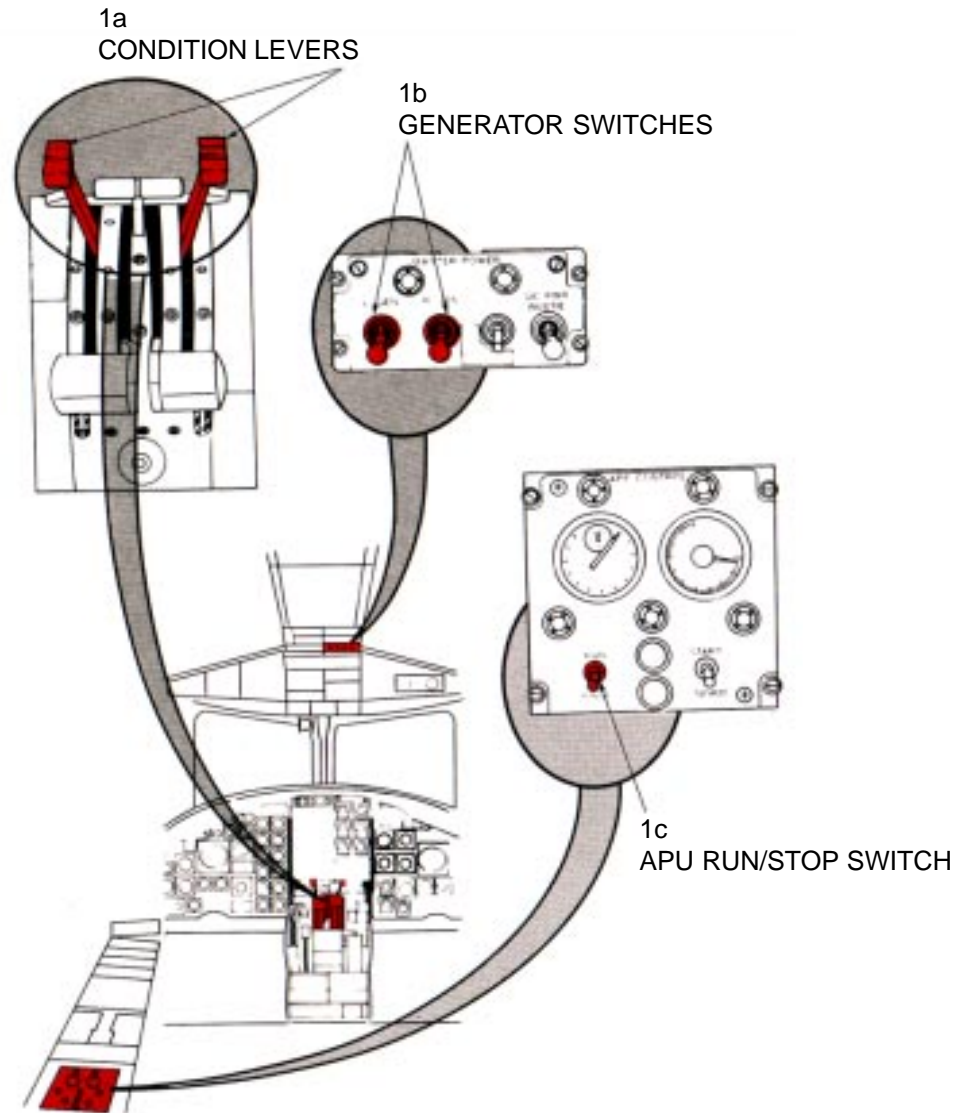
OIL
ENGINE 36 GAL 136 LITERS
HYDRAULIC 19.83 GAL 75 LITERS



ENGINE/APU SHUTDOWN

1. ENGINE/APU SHUTDOWN

- a. Depress trigger lock on underside of condition levers handles, located on center console and move levers to extreme AFT position.
- b. Place left and right generator switches, located on overhead center panel, in OFF position.
- c. Place the APU run/stop switch, located on the left console, in STOP position.
- d. The battery is for the APU operation only and is located forward and below the co-pilot's compartment. Manually disconnect if battery power provides hazard.



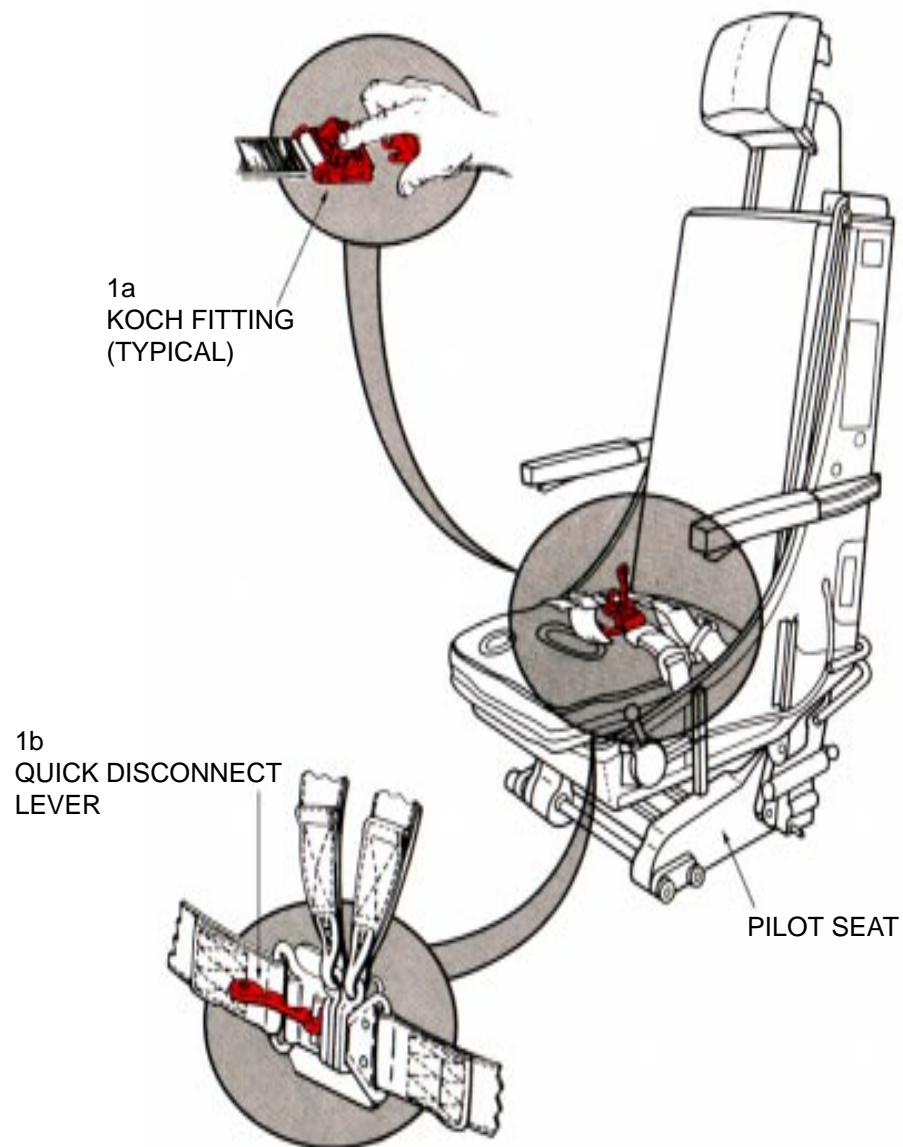
AIRCREW EXTRACTION

1. AIRCREW EXTRACTION

NOTE:

The pilot/co-pilot's seats may be equipped with standard shoulder straps and lap belts or equipped for use with an integrated harness. All other seats are equipped with standard shoulder harnesses and lap belts.

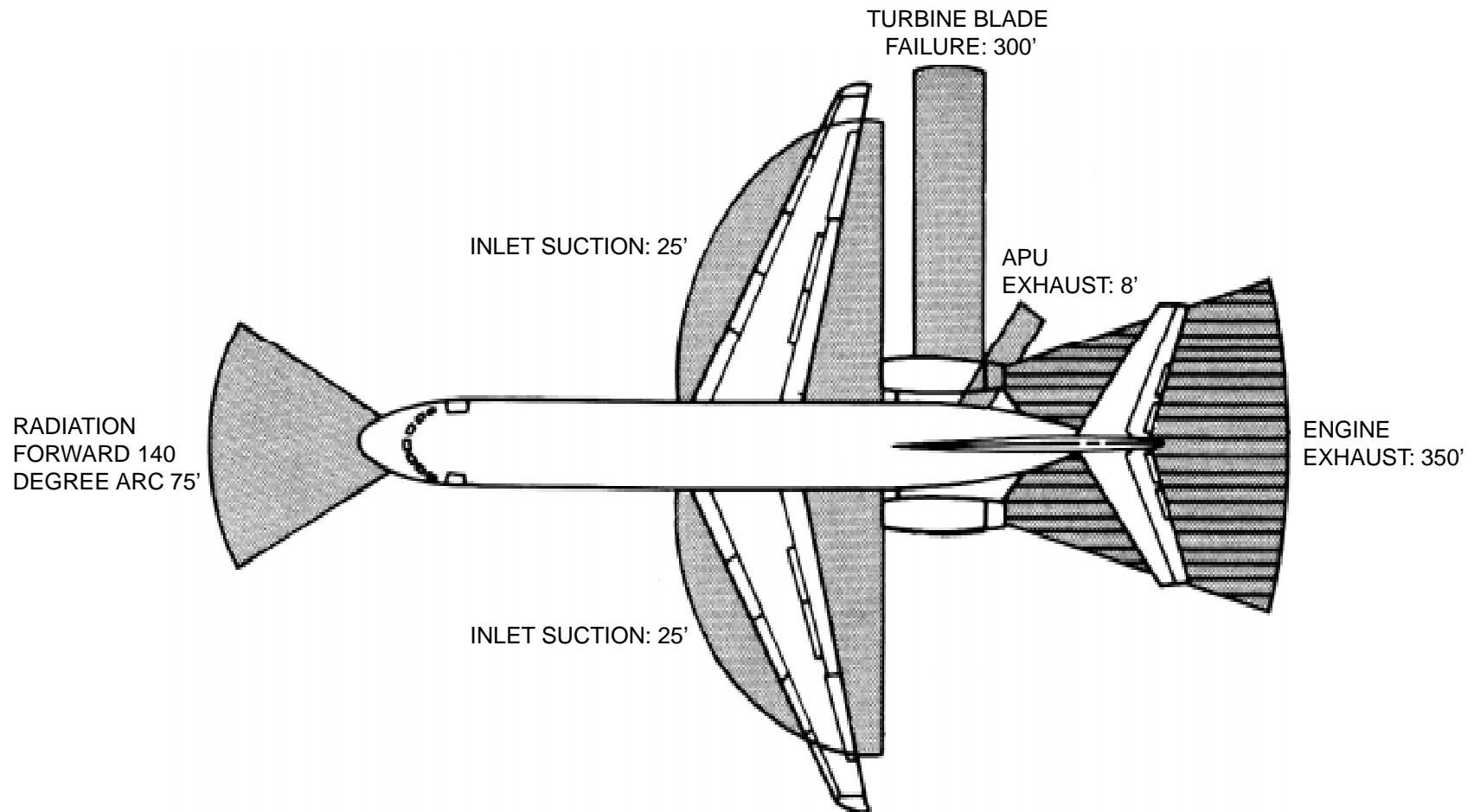
- a. Release two lap belts, then two shoulder harness koch fittings.
- b. Lift quick disconnect lever to release shoulder harnesses and lap belt.



AIRCRAFT HAZARDS

NOTE:

The US Navy C-9 is similar to the USAF (V)C-9A/C. The commercial version is the DC-9. Refer to these aircraft for additional information.



AIRFRAME MATERIALS

LEGEND

- ALUMINUM
- STEEL
- OTHER
FIBERGLASS



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw
Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

NOTE:

Normal entry to the flight compartment, and passenger and/or cargo compartment is through the forward entrance door, service entrance door, main cargo door, and pressure bulkhead door.

- Pull forward entrance door handle (fwd left side of fuselage) out and rotate counter clockwise. Service door is located on right side of fuselage, pull handle and rotate clockwise.
- Lift stairwell external door handle, located below forward entrance door, and raise to UP position.
- Depress lower button marked DN to extend stairwell ladder.

NOTE:

If aircraft is shutdown, auxiliary power switch under latch handle must be held in the ON position while depressing down button.

- Open rear stairway control panel, located on aft left exterior fuselage, push control handle forward to open position to release stairway, hold until stairway is fully open.

CAUTION

Stairway free falls to down position.

NOTE:

The aircraft listed below carry 160 ft³ of gaseous oxygen on board:

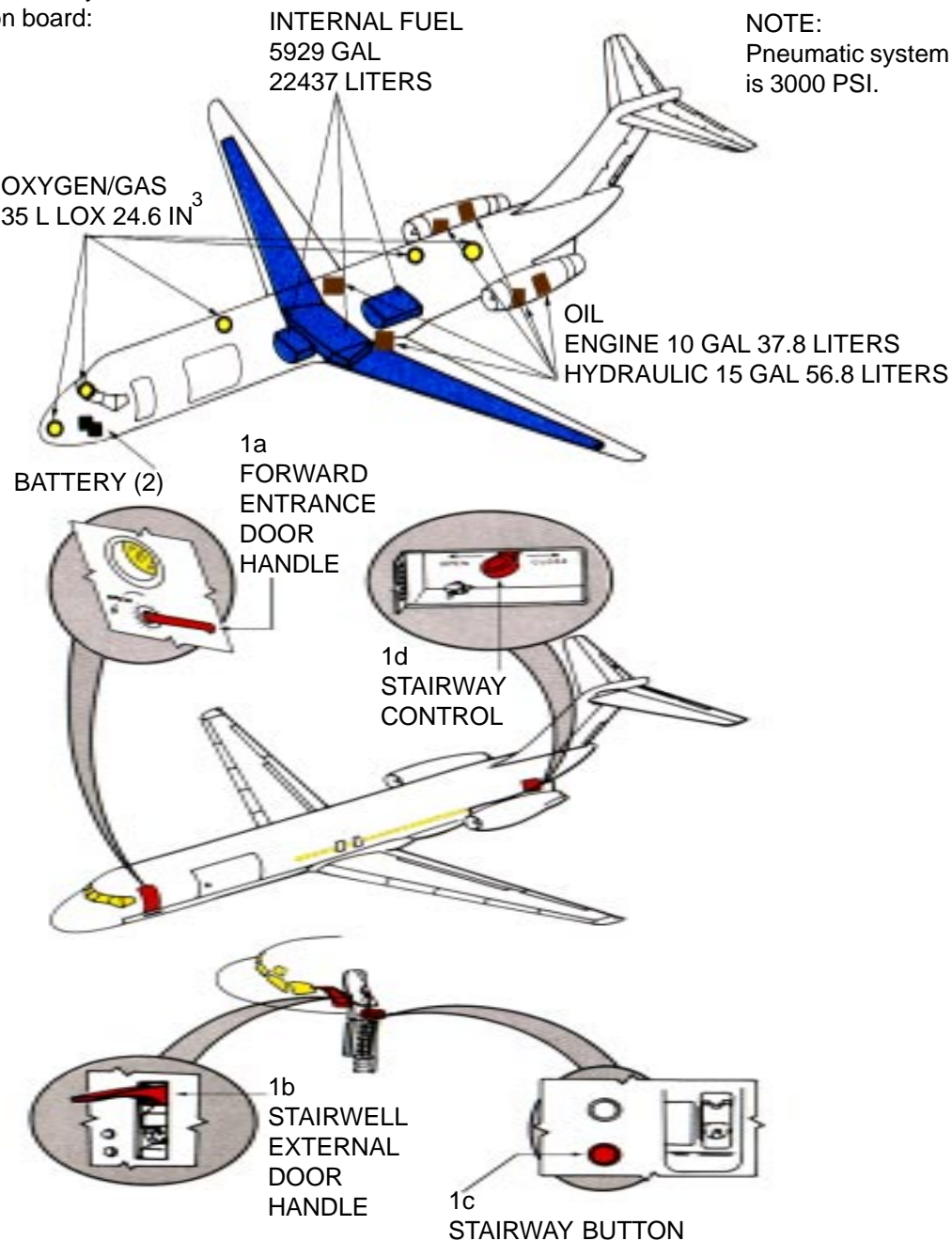
162390 - 162393
162753 - 162754
163208
163511 - 163513
163036 - 163037

INTERNAL FUEL
5929 GAL
22437 LITERS

OXYGEN/GAS
35 L LOX 24.6 IN³

NOTE:

Pneumatic system is 3000 PSI.



AIRCRAFT ENTRY-Continued

2. EMERGENCY ENTRY

NOTE:

If normal entry doors are inaccessible, entry may be obtained through the overwing emergency entry doors, the jettisonable tail cone area, and the clear view windows.

- a. Push overwing exit door handle (two doors are located over each wing), pull handle to unlatch door, push in and lift up forcibly.
- b. Push in jettisonable tail cone T-handle door, located on fuselage forward of tail cone. Pull T-handle to jettison tail cone. Jettison door is approximately 8.5 feet high.

WARNING

Exercise caution when releasing tail cone. Tail cone free falls when released from aircraft.

NOTE:

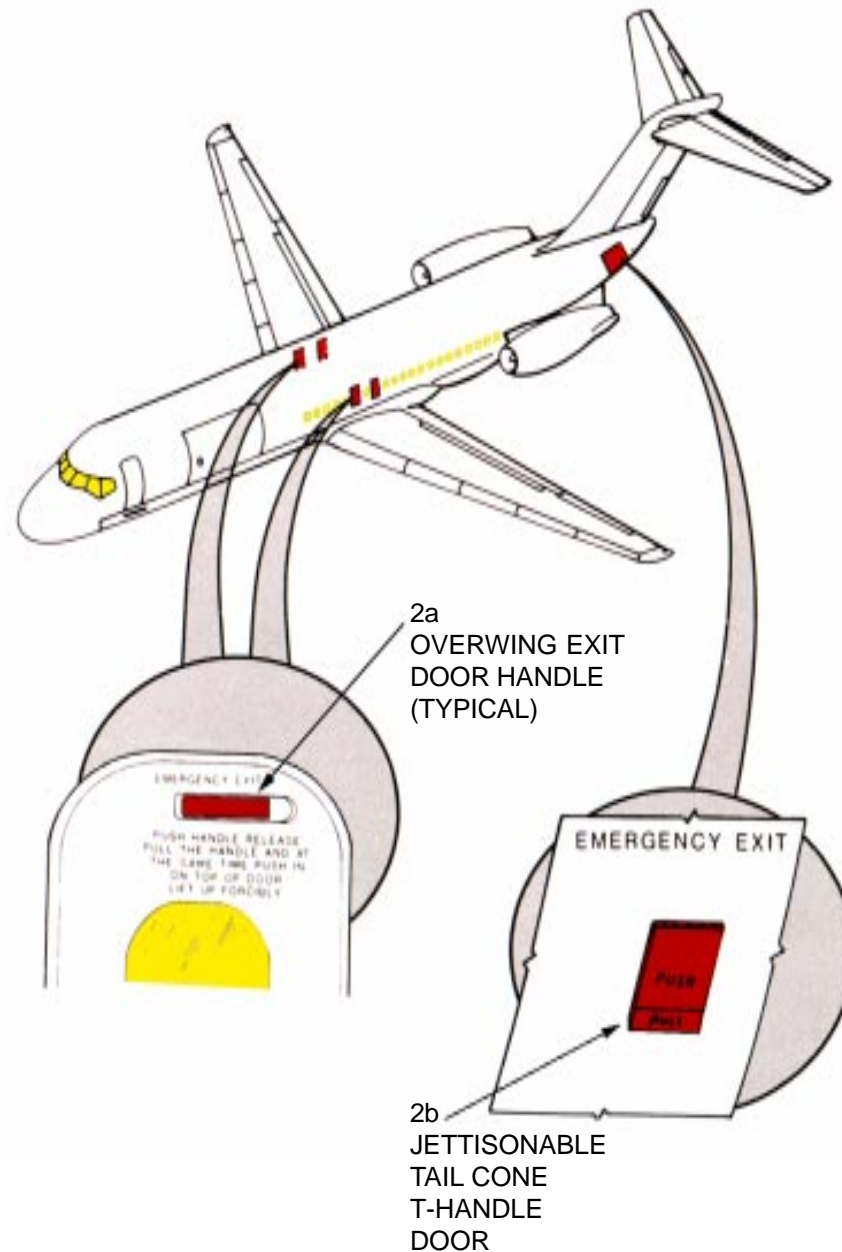
Tail cone entrance and aft stairway can not be used at the same time.

3. CUT-IN/FORCED ENTRY

- a. The aircraft does not have any cut out areas marked off. Use a power rescue saw or ax to gain access through a designated cargo compartment. A window shade in the down position should indicate a cargo compartment.

WARNING

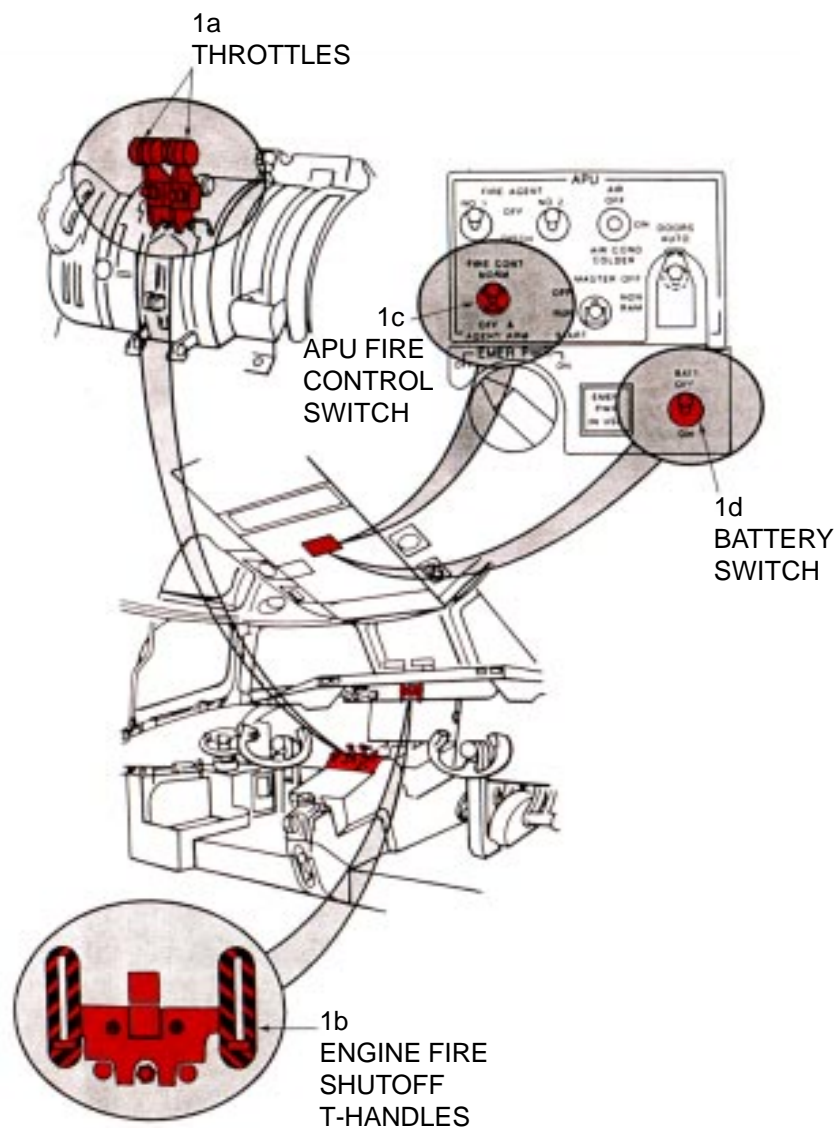
Exercise extreme caution prior to forcible entry into any compartment to ensure passenger safety.



ENGINE/APU SHUTDOWN

1. ENGINE AND APU SHUTDOWN

- a. Retard throttles, located on center console, to FULL AFT position.
- b. Pull engine fire shutoff T-handles, located on upper portion of instrument panel.
- c. Place APU fire control switch, located on overhead switch panel, in OFF and AGENT ARM position.
- d. Place battery switch, located below APU control panel, in OFF position.
- e. To externally disconnect batteries, located in electrical/electronic compartment, remove quick disconnect fitting(s).



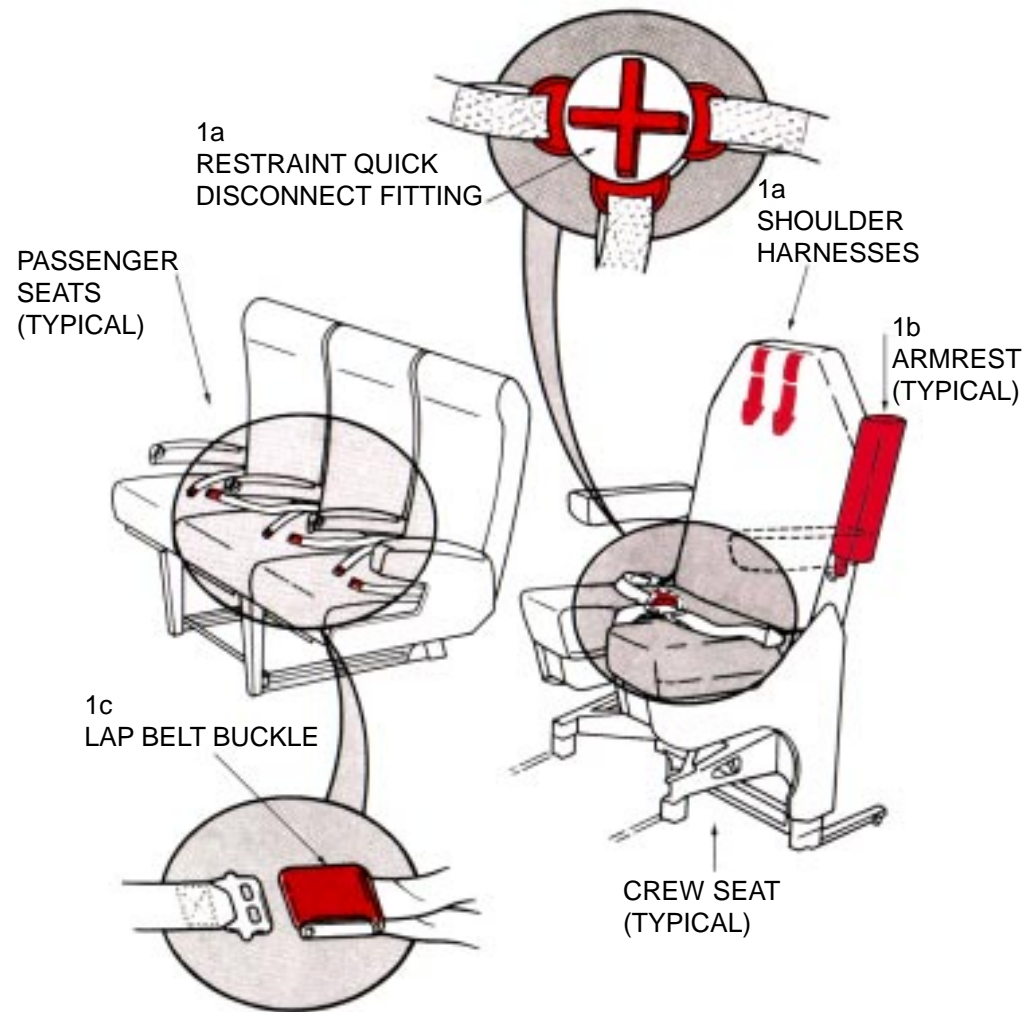
AIRCREW EXTRACTION

1. AIRCREW EXTRACTION

NOTE:

Pilot, co-pilot, and crewchief are attached to the seats by shoulder harnesses secured to a lap belt equipped with a quick disconnect buckle. Passengers have lap belts only.

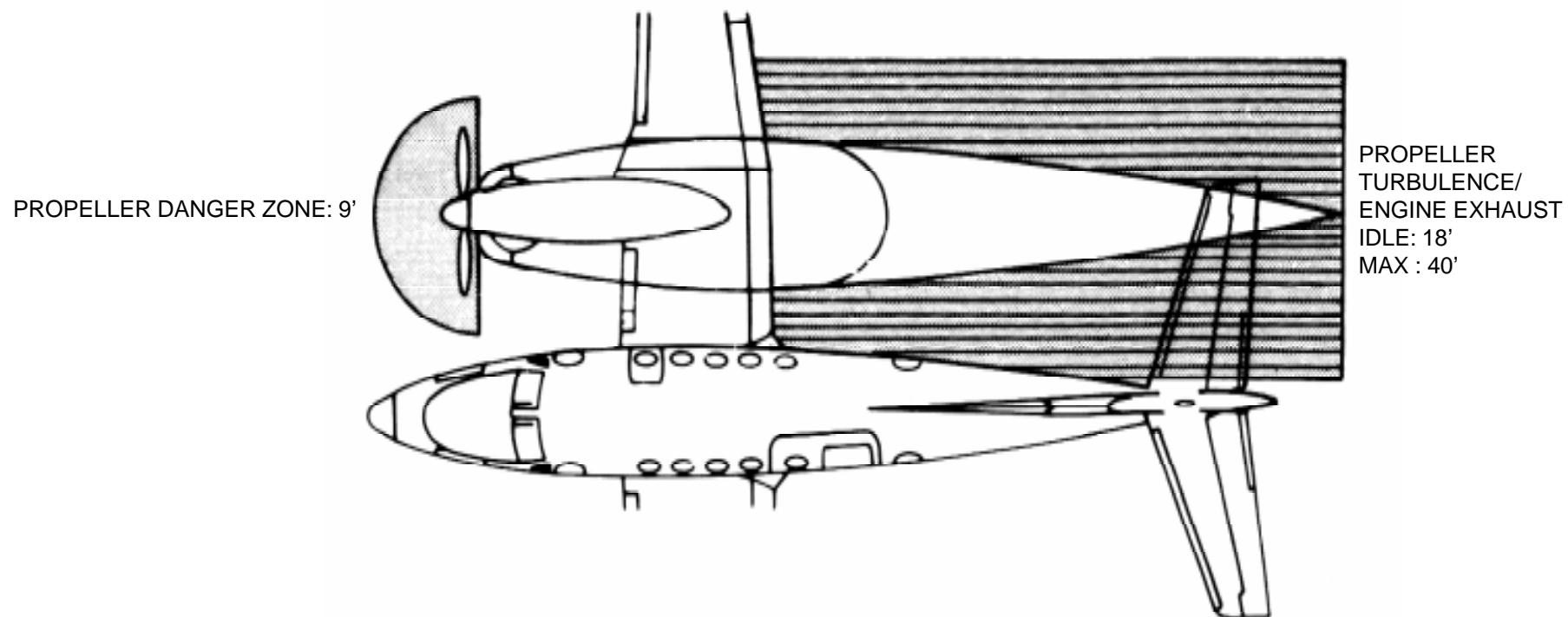
- Rotate restraint quick disconnect fitting to release shoulder harnesses and lap belt.
- Rotate crewmember seat armrests up for ease of extraction.
- Lift buckle cover to release lap belt (airline type) for passengers.



AIRCRAFT HAZARDS

UC-12**NOTE:**

The US Navy UC-12 is similar to the USAF C-12F and US Army C-12A/C. Refer to these aircraft for additional information.



AIRFRAME MATERIALS

UC-12

LEGEND

- ALUMINUM
- STEEL
- OTHER
FIBERGLASS



SPECIAL TOOLS/EQUIPMENT

Power Rescue Saw

Crash Ax

AIRCRAFT ENTRY

1. NORMAL ENTRY

- a. A swing-down door provides a stairway for normal entry. The door locking mechanism is operated by interconnected handles, one inside and one outside. A button above the door handle, must be depressed before the handle can be rotated to open the door.

2. EMERGENCY ENTRY

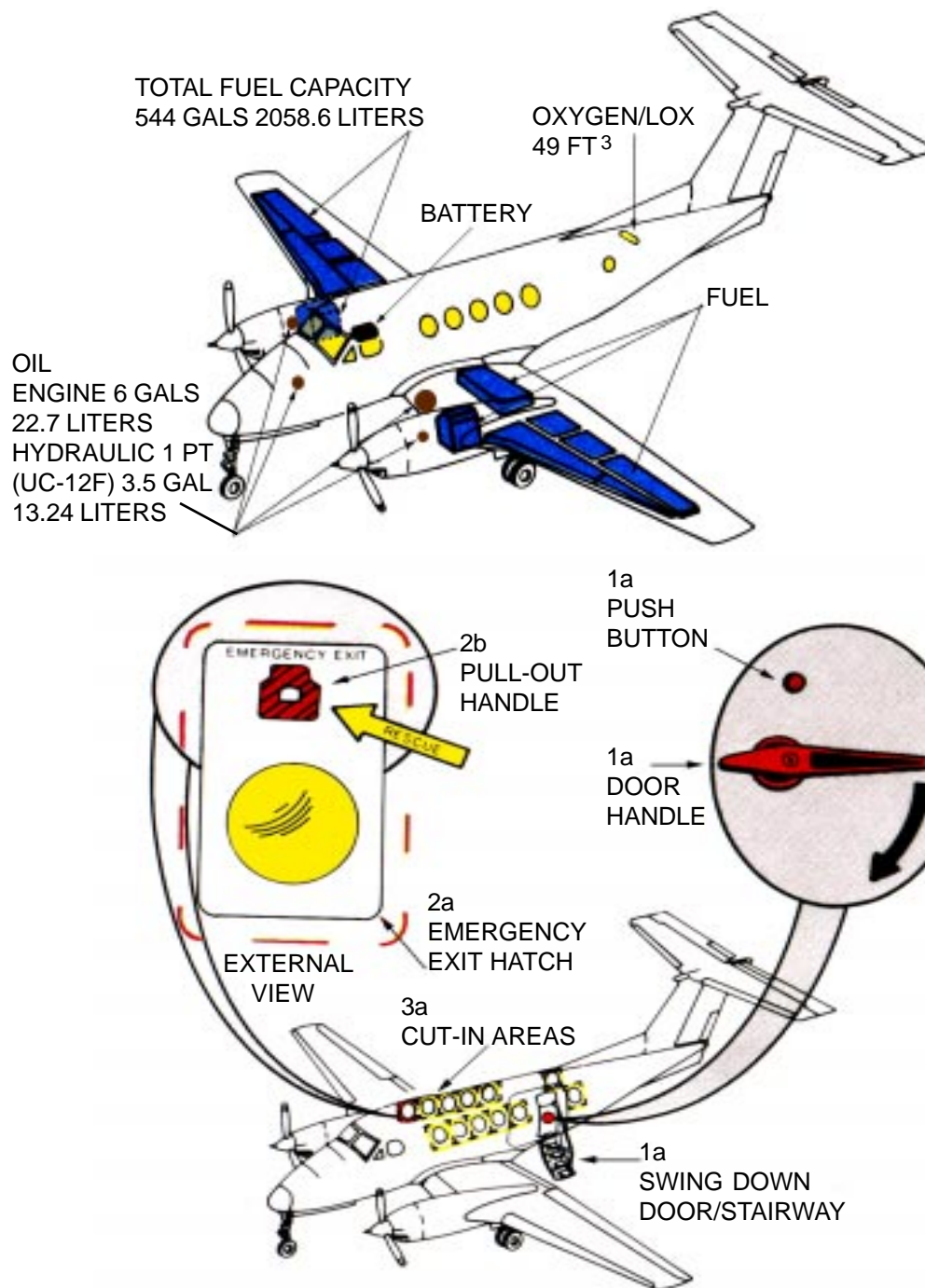
- a. A plug-type emergency exit hatch is located at the first cabin window on the right side of the aircraft. When released, the hatch removes from the frame towards the inside of the cabin.
- b. The hatch is released from the outside with a flush mounted pull-out handle.

NOTE:

Hatch may be locked from the inside with a key.

3. CUT-IN/FORCED ENTRY

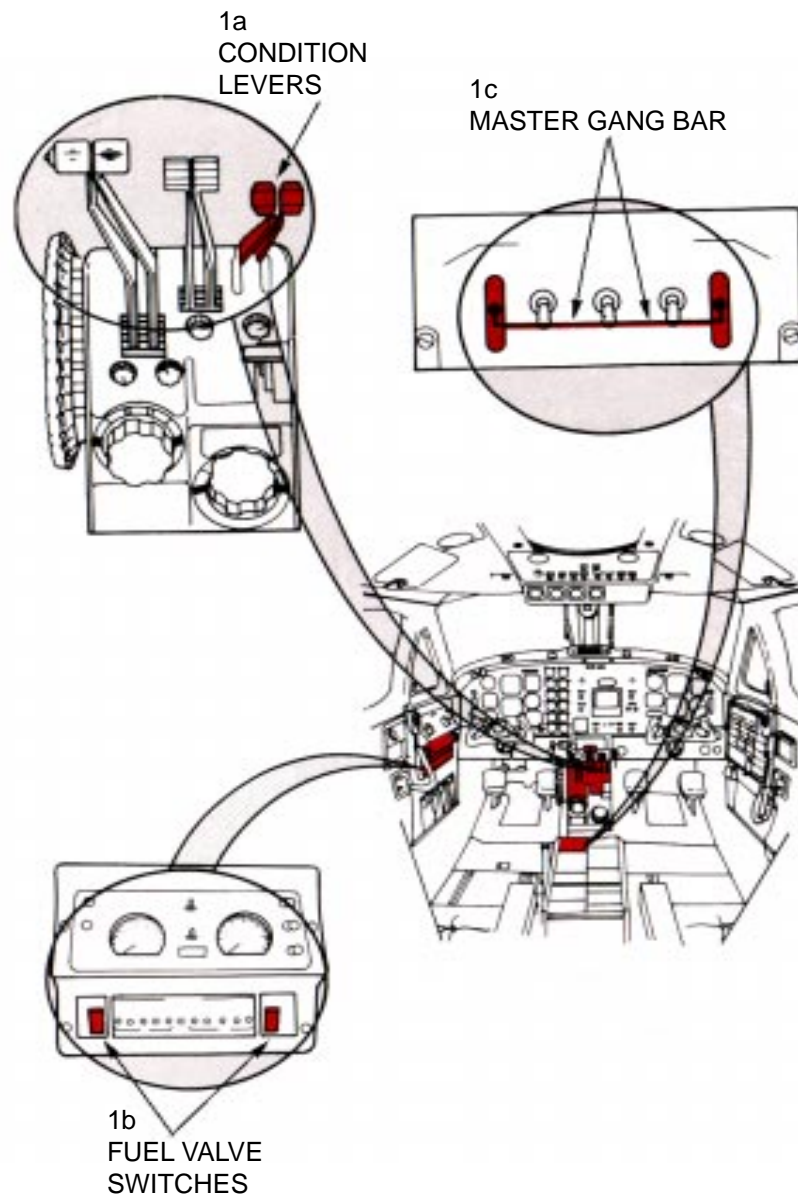
- a. Cut out entry areas as indicated in diagram using power rescue saw or crash ax.



ENGINE SHUTDOWN

1. ENGINE SHUTDOWN

- a. Move condition levers, located on center pedestal, aft to CUT OFF position.
- b. Place fuel valve switches, located on pilot's left control panel, in CLOSED position by raising guard and moving switches down.
- c. Place master gang bar, located on center pedestal, in DOWN position.
- d. To externally disconnect the battery, located in the right wing center section beneath an access cover secured with screws, use the quick disconnect fitting.



AIRCREW EXTRACTION

UC-12

1. AIRCREW EXTRACTION

NOTE:

Pilot and co-pilot are attached to the seats by a shoulder harness attached to a lap belt by a quick disconnect buckle. Passengers have lap belts only.

- a. Lift buckle cover to release shoulder harnesses and lap belt.
- b. Lift buckle cover to release lap belt (airline type) for passengers.

LAP BELT FITTING
ROUTED THROUGH
SHOULDER HARNESS
AND INSERTED INTO
RELEASE BUCKLE
(LOCKED POSITION)

1a
SHOULDER HARNESS

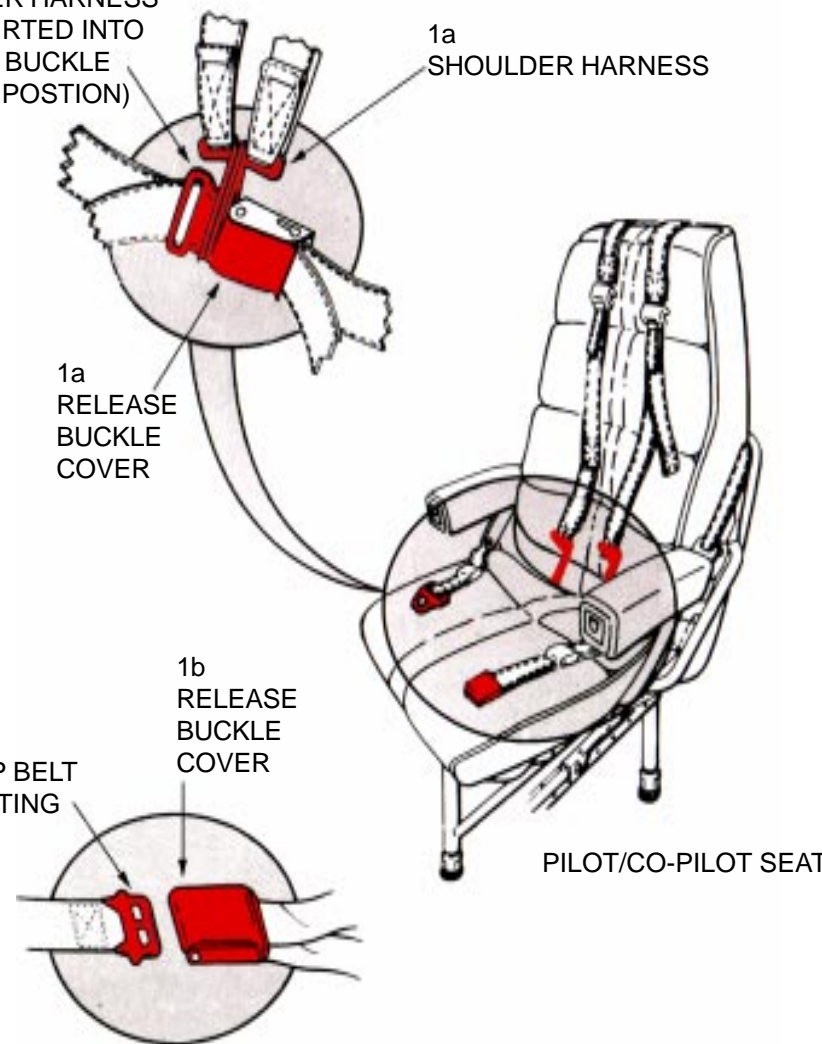
1a
RELEASE
BUCKLE
COVER

1b
RELEASE
BUCKLE
COVER

LAP BELT
FITTING

PASSENGER LAP BELT

PILOT/CO-PILOT SEAT



NOTE:

The US Navy C-20 is the same as the USAF C-20. Refer to Chapter 6, pages C-20.1 thru C-20.4 for complete procedures. For additional information refer to the USAF C-20H on pages C-20H.1 thru C-20H.8.

NOTE:

The US Navy UC-26 is similar as the USAF C-26. Refer to Chapter 6, pages C-26.1 thru C-26.7 for complete procedures.

NOTE:

The US Navy C-130 is the same as the USAF C-130. Refer to Chapter 6, pages C-130.1 thru C-130.13 for complete procedures.